introduced from 08.07.2001 via Bhubaneswar and it is proposed to introduce Howrah-Yesvantpur (Bi-Weekly) Express during 2001-2002 via Bhubaneswar. This is the additional service for the Bhubaneswar-Howrah passengers.

Further, it is proposed to extend 7615/7616 Kacheguda-Palasa Visakha Express upto Bhubaneswar during 2001-2002. This will provide additional service for Bhubaneswar-Kacheguda (Hyderabad) passengers.

It is also proposed to introduce 1045/1046 Lokmanya Tilak (T)-Bhubaneswar weekly Express via Sambalpur, Raipur during 2001-2002. This will provide additional service for Sambalpur-Raipur passengers.

Introduction of trains from Bhubaneswar to Ranchi, Hyderabad and Kolkata and from Sambalpur to Raipur are not feasible due to operational and resource constraints.

Losses on Passenger and Suburban Rail Operations

2836. SHRI MAN MOHAN SAMAL: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that the losses on passenger and suburban rail operations have been cross-subsidised, by hike in freight rates;

(b) if so, the amount of money cross-subsidised on this head; and

(c) the number of passenger trains running from the four Metros daily and the share of money adjusted from cross-subsidisation on these trains?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) Yes, Sir. Certain segments of rail traffic both in respect of passenger and freight services are carried at charges less than the operational cost on social consideration. These losses are generally made up by charging other services at higher rates.

(b) The assessment for the year 1999-2000 of the total cost of its social services obligations was Rs. 4739 crore which included Rs. 1790 crore on Staff Welfare and Law and Order.

(c) The information is being collected and will be laid on the Table of the Sabha.

Speed of Trains

2837. SHRI R.P. GOENKA: Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact that while the world average speed for passenger train movement is 300 kmph and freight trains is at 200 kmph, such speeds in India are placed at 162 kmph and 75 kmph, respectively;

(b) if so, the specific reasons identified for the low average speeds in India; and

(c) the steps being taken to improve these speeds, including the details of phased measures contemplated in this direction?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI O. RAJAGOPAL): (a) to (c) Ministry of Railways does not have any official record about the speed potential of freight and passenger trains operating on foreign railway systems. As per Jane's World Railways 1998-99 publication, the fastest High-speed Passenger Trains in the world are normally operating in the speed range of 275 to 300 kmph. The maximum speed recorded by high speed passenger trains in Japan is between 260—275 kmph. In the freight category, the Japanese Railways has Rolling stock capable of running at a speed of 130 kmph.

Indian Railways has capability to run Passenger trains in the speed range of 130—140 kmph and the goods trains in the speed range of 75—100 kmph.

The reason for lower speed potential of passenger trains is that Indian Railways operate in a mixed traffic environment, where slow moving passenger and goods trains and also fast moving Express trains run on the same track. In foreign countries such fast services are run on dedicated track with hightly sophisticated equipments. Investments in such services call for massive funds in dedicated infrastructure and corresponding maintenance facilities. Such ventures